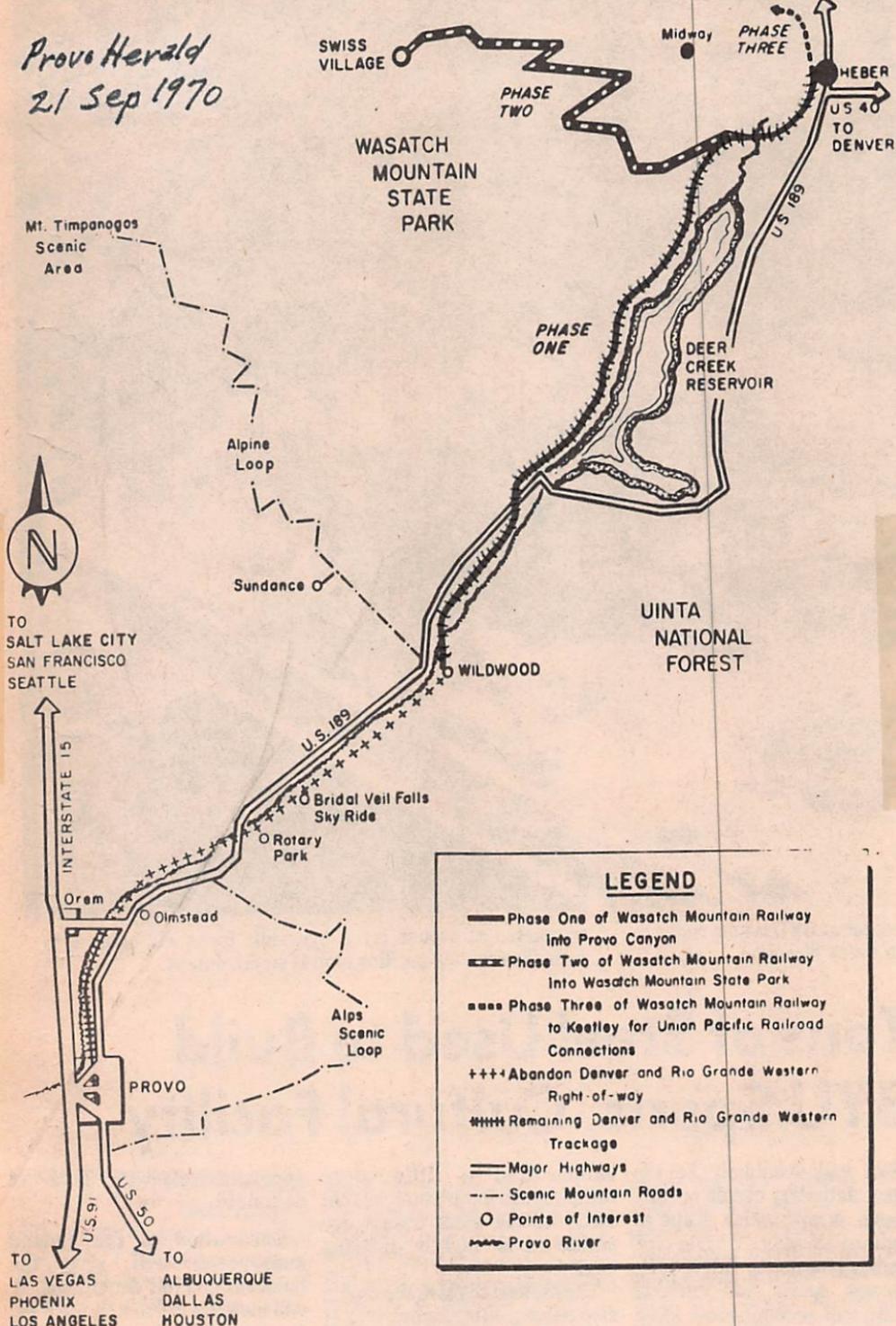


THE WASATCH MOUNTAIN RAILWAY

*Provo Herald
21 Sep 1970*



LEGEND

- Phase One of Wasatch Mountain Railway into Provo Canyon
- Phase Two of Wasatch Mountain Railway into Wasatch Mountain State Park
- Phase Three of Wasatch Mountain Railway to Keetley for Union Pacific Railroad Connections
- +++++ Abandon Denver and Rio Grande Western Right-of-way
- ===== Remaining Denver and Rio Grande Western Trackage
- Major Highways
- - - Scenic Mountain Roads
- Points of Interest
- Provo River



center at BYU is now under way in every direction. Once

completed at ground level, hydraulic jacks will be used to raise the roof into position atop 42 steel columns.

Tons of Steel Used to Build BYU Sports, Cultural Facility

To Be Decided This Tuesday

Scenic Tourist Railway Fate

21 Sep 1970

HEBER CITY — The fate of a proposed scenic tourist steam locomotive railway scheduled to run between Heber City and Wildwood in Provo Canyon will be decided on Tuesday, Sept. 22, when the Utah State Road Commission meets at 1 p.m.

Two members of the Wasatch Railway Museum and Foundation Inc. will meet with the road commission.

The foundation, the Wasatch Chamber of Commerce and other interested citizens met Thursday with representatives of the state road commission to present a feasibility report concerning the advantages of the steam tourist railway.

The right of way, originally owned by the Denver and Rio Grande Railroad, has been purchased by the road commission, which plans to remove all the D&RGW tracks from Olmstead in lower Provo Canyon to Heber including the track needed for the scenic railroad. This action stems from the proposed expressway through Provo Canyon. The bids on the project to remove the trackage were delayed for two weeks to enable the Commerce Committee to prepare a study of the venture.

Extensive Study

Committee Chairman Lowe Ashton unfolded the details of the extensive study made. Of the more than 100 steam tourist railroads now operating in the United States, two were chosen for the initial study. The Stone Mountain Scenic Railroad in Stone Mountain, Ga., was chosen because it is a profit-oriented railroad apparently operating on some type of foundation base, and the Black Hills Central was chosen for equipment and geographic similarities. Contact was made with the operators, with a consensus that the proposal's chances of great financial success are most favorable.

Heber Valley is ideally

situated for a scenic railroad with its beautiful mountains, canyons, and lakes, officials feel. A survey by the foundation shows that a steam tourist railroad through Provo Canyon would increase tourism in Central Utah. The Heber City area has everything needed to support an important tourist project of this type.

The wealth of scenery, excellent highway access, other developments for tourist Homestead and Wasatch Mountain State Park, as well as the LDS Temple Square, Timpanogos National Monument, Brigham Young University and University of Utah, as well as the highly important Wasatch Front population centers from which to draw for initial patronage support, required in a railway of this type.

Several Letters

Mr. Ashton stated the group had received several letters of intent for financial aid. Richard Southwick, president of Unidine, Provo, expressed his company's interest in the project and further stated he would like to see the railway extended directly into Provo.

The group concluded with the statement that the community is united concerning the railway, and as all the equipment is available, and that the railway would not interfere with the present road design, justifies a trial period of time, as once the tracks are removed the opportunity for economic progress for Heber City will be lost.

An open floor discussion followed with Representative Dan Dennis of the Utah State Legislature stating, "I think that very often, we, in the name of progress, have done some things in life that we look back on and regret. I think, probably, in the construction of highways this is quite prevalent, not only in our state, but in other areas. I would feel like probably some effort should be made to delay the

decision making and allow these people time to come up with some substantial figures and something to back it up. I think when you are talking about the 22nd (Sept. 22, 1970), you are making it almost impossible for them."

Senator Speaks

One of the most thought-provoking addresses came from Senator Robert F. Clyde, as he spoke to the State Road Commission stating, "One of the largest efforts that we make annually or semi-annually in the legislature, or as often as we meet, it seems, is the problem of how do we attract development capital, how do we promote our state and we have created, as you well know, a tourist promotion program.

"We have an Industrial Development Program and we cooperate with Pro-Utah and with other private organizations in an effort to project Utah in order to broaden the tax base. Now, attendant with that effort is the ever-with-us problem of how do we help these rural areas. They starve to death, they are so far away from the Wasatch Front where all the capital flows in to the more populated areas, and we constantly wrestle with the problems of how to help these areas such as this one lift themselves up and keep competitive in a very difficult world, and we consider the times of past measures and proposals which seek to give tax relief which offer other kinds of incentive for the development and the investment in these areas.

"Now, gentlemen, here is an opportunity, here is a rural area asking not for state money, strangely enough, but for some time to possibly develop their own area and try to do the very thing we try to do as a legislature, year after year. And, I think that you should carry the position to the Commission that those of us in the legislature, and Representative Dennis sits next to me and I am sure concurs with what I am saying, that we ought to start approaching these problems as problems of the State of Utah; that we don't continue to think in terms of the State Road Commission, or the State Department of Education or the Health Department; that these are problems that involve Utah for which the tax dollar must be divided and must be distributed accordingly.

"And, I tell you this only because it's of great concern to me, that here's an opportunity maybe for a rural area to help itself, and if you can cooperate, if you can acquiesce in this request for time, maybe this is a little bit of the answer we have been seeking for a long time and I hope you will make this position known and this kind of a statement to the commission as you meet with them."

Wayne Winters of the State Road Commission said they would take the information back to the remaining members for discussion and a decision on the trackage bids.

will supply approximately 2750 tons of steel used in BYU's sports and cultural facility. The construction of the roof is

of Salt Lake City is the general contractor. Structures, Inc. of Denver will handle the specialty job of lifting the roof.

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